

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. E.

From: Mark Nolan, AICP, Transportation Planner

Action ☒

Date: June 19, 2014

Discussion ☐

Information ☐

Subject: Traffic Safety Committee Report of June 4, 2014

Action Requested:

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday June 4, 2014, be forwarded to City Council for approval.

Information / Background:

It is not anticipated that residents will be in attendance at the meeting regarding any of the attached issues. An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their July 15, 2014, meeting.

Attachments:

Traffic Safety Committee Report for June 4, 2014.

Traffic Safety Committee Report

Wednesday, June 4, 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on April 02. The City Engineer, Police Traffic Supervisor, Transportation Planner, Traffic Safety Intern, and the Director of Public Works were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the June 19 Edina Transportation Commission and the July 15 City Council agenda.

SECTION A:

Requests on which the Committee recommends approval:

A1. Request to retime pedestrian walk phase at intersection of 77th Street and Burgundy Place (access drives)

This request concerns pedestrian crossing times for crossing 77th Avenue. The current total pedestrian phase is 30 seconds, with 12 seconds a walk sign and 18 seconds as the pedestrian clearance interval. The street from push button to edge of traveled way is 98 feet wide along the crosswalk on the west side of the intersection; the east side is 74 feet. (North side is 68 feet wide and has a 12 second pedestrian clearance time).

MNMUTCD 4E.6

Guidance :

- The pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the curb or shoulder at the end of the WALKING PERSON (symbolizing WALK) signal indication to travel at a walking speed of 3.5 feet per second, to at least the far side of the traveled way.
- When pedestrians who walk slower than 3.5 feet per second, or pedestrians who use wheelchairs, routinely use the crosswalk, a walking speed of less than 3.5 feet per second should be considered in determining the pedestrian clearance time.
- Except as provided in below, the walk interval should be at least seven seconds in length so that pedestrians will have an adequate opportunity to leave the curb or shoulder before the



Map: pedestrian crossings at W. 77th Street and Burgundy Place

pedestrian clearance time begins. OPTION: If pedestrian volumes and characteristics do not require a 7-second walk interval, walk intervals as short as 4 seconds may be used.

- The total of the walk interval and the pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the pedestrian detector at the beginning of the WALKING PERSON (symbolizing WALK) signal indication to travel at a speed of 3 feet per second to the far side of the traveled way being crossed. Any additional time that is required to satisfy the conditions of this paragraph should be added to the walk interval.

Following the Minnesota Manual on Uniform Traffic Control Devices standards, timing should be 5 seconds of WALK and 28 seconds of pedestrian clearance time.

After discussion, staff recommends retiming the pedestrian signal to conform with MNMUTCD standards and to avoid a significant negative effect on the traffic flow in the area.

SECTION B:

Requests on which the Committee recommends denial:

B1. Request to add "Children At Play" sign at the intersection of Wood End Drive and France Avenue.

This request comes from a builder working on a residence on Wood End Drive, concerned for children's safety when he starts hauling the house demolition materials, asked for a "Children At Play" sign to be installed. Neither the national nor the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) recognizes the sign. A state that does recognize the sign is New York, which states that the sign should only be used in areas where children playing in the street would be



Map: Wood End Drive and France Avenue

unexpected.

This road is a cul-de-sac, with no sidewalk, and has several houses with play equipment in their front yards. There is a "No Outlet" sign located on the road, and the road bends to the south soon after the intersection.

After discussion, staff recommends denying the request based on the lack of guidance in the the current Manual on Uniform Traffic Control Devices for Minnesota.



Photo: Entrance to Wood End Drive from France Avenue

B2. Request to change winter, overnight parking restrictions.

This request comes from a resident, who initially made the request at the December 3, 2013 City Council Meeting. The requestor lives on the 4200 block of Grimes Avenue and wishes to repeal the seasonal overnight parking ban and to enhance City authority to prohibit parking in the event of a snowfall. The resident proposed enforcing the ban only on nights when snow is forecasted (i.e. a "snow emergency" declaration).

The requestor conducted research and states that overnight on-street parking is a valuable asset and that the ban is "unique among Twin Cities municipalities." He also states that the ban (in particular the 1:00am time) has a negative effect on social gatherings and is a safety concern. Requestor says that "a guest who has been drinking is poised with a decision between potentially allowing their vehicle to be towed and moving their car while drunk." Included with the resident's research is the attached proposed modification to the parking ordinance (written by the requestor).

After discussion, staff recommends denying the request, based on current ease of enforcement and snow removal, as well as the relative difficulty of both these in nearby communities that declare snow emergencies.

SECTION C:

Requests that are deferred to a later date:

C1. Request to remove "No Pedestrian" pictorial signs from the intersection of 77th Street and Parklawn Avenue, and to install pedestrian signals

This request concerns the bus stops on 77th Street and Parklawn Avenue and the pedestrian environment of the intersection. Currently there are near side bus stops, and signs banning pedestrians from crossing the north, south and east approaches. The concern is that a law-abiding user of transit would be unable to use the bus stops, due to the ban on pedestrian movements. Specifically the north and east approaches were requested to have their signs removed and pedestrian signals installed. The Minnesota Manual on Uniform Traffic Control Devices, section 2B.51, addressing such signs states in the support section that the sign is intended to be used on only one leg of an intersection, in order to provide access.



Photo: 77th Street and Parklawn Avenue, looking west

After discussion, staff recommends further study of the intersection to see how more pedestrian access might affect the level of service of the intersection, and to evaluate this request with others that have been received on this intersection.



Map of bus stops located at W. 77th Street and Parklawn Avenue

SECTION D:

Other traffic safety issues handled.

- D1. Request was made to revise traffic signal timing for northbound France Avenue left turn signal at TH 62. Voicemail was left with requestor, referring her to Hennepin County, who operates the traffic signals at this location.
- D2. Request was made to EPD to install a red flag on the stop sign at W. 60th Street and Chowen Avenue, due to increased traffic resulting from the Xerxes Avenue bridge closure. Requestor was informed that these measures are typically taken when traffic control changes and not for a temporary condition.
- D3. A resident called regarding the yield sign located at the southbound ramps onto TH 100 from Vernon Avenue/Eden Avenue. She stated that it is dangerous as motorists often do not yield at that location, where two ramps converge. Her request was forwarded to MnDOT.
- D4. A resident called with a concern for severe speeding on Mirror Lakes Drive between Hidden Lane and Ayshire Blvd. A speed study was done and results were forwarded to EPD for enforcement.
- D5. A resident called requesting that the "Disabled Child" signs be removed from the 6300 block of Wilryan Avenue, stating that the resident who had originally requested the signs had recently moved. This was verified, and the signs were removed by public works staff.